

Solutions for Congested Corridors Program (SCCP) Project List
January 01 - June 30, 2023

District 03

District			Approved	SCCP	Total	SCCP				Approved	Actual	Current	Award	
PPNO			Budget	Budget	Expended	Expended	EAC	Finish	Finish	Finish	Amount	CAPs		
County			(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	Date	Date	Date	(\$1,000s)			
No.	Route	Title	Location and Type of Work											
1	03 1526 PLA	PSGC Phase 1 - Dry Creek Greenway	In Placer County.											
			PAED	1,467	0	1,467	0	1,467	Baseline			0		
			PSE	2,371	0	4,825	0	4,825	PAED	12/31/20	3/20/19			
			RW Sup	0	0	0	0	0	RW Cert	8/23/21	3/1/23		Schedule	
			Con Sup	0	0	0	0	0	RTL	10/25/21		7/26/23		
			RW Cap	910	0	152	0	152	Begin Const	3/31/22		9/20/23		
			Con Cap	11,746	6,239	0	0	11,746	End Const	3/31/24		12/31/25		
			Total	16,494	6,239	6,444	0	18,190						
			The project area extends along Dry, Cirby and Linda Creeks from Riverside Avenue to Rocky Ridge Drive in south Roseville and includes undercrossings of I- 80 and Sunrise Avenue as it traverses the older Cherry Glen, Hillcrest, Cirby Side, Meadow Oaks and Sierra Gardens neighborhoods. The project begins at the existing Saugstad Park trail at Darling Way and extends to the existing Maidu Park Trail at Rocky Ridge Drive, closing trail gaps, removing active transportation barriers and resulting in an interconnected trail system more than 10 miles long. The project includes: 2 miles of Class I paved multi-use trail, 3 new bicycle/pedestrian bridges, 3 new roadway undercrossings at I- 80, Darling Way and Sunrise Avenue; a trailhead parking area; and the installation of safety features and trail amenities, including bike racks, benches, lighting and video surveillance.											
2	03 1531 SAC	PSGC Phase 1 - Auburn Boulevard Complete Streets	In the city of Citrus Heights, on Auburn Boulevard between Oak Grove Avenue north to Orlando Avenue (City of Roseville), connection to the Louis-Orlando Transit Station.											
			PAED	0	0	0	0	0	Baseline		6/24/21		0	
			PSE	1,528	0	1,017	0	2,545	PAED	12/7/15	12/7/15			
			RW Sup	0	0	0	0	0	RW Cert	9/30/21	4/28/23			
			Con Sup	0	0	0	0	0	RTL	8/30/21	5/2/23			
			RW Cap	2,990	0	0	0	1,973	Begin Const	12/8/22		11/9/23		
			Con Cap	21,867	2,860	9,918	0	31,772	End Const	1/23/25		1/31/27		
			Total	26,385	2,860	10,935	0	36,290						
			This project will reconstruct 4,400LF of this aging, vehicle-oriented corridor. Project will construct new curb, gutter, sidewalk, bicycle lanes, transit stop access and amenity upgrades, traffic signal upgrades, decorative streets lights, landscaped raised medians, drainage improvements, landscaping improvements and a new gateway traffic signal near the north City limit.											

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Bold Phase allocated

Yellow 3 to 6 months behind schedule

Cyan 6+ months behind schedule or delayed beyond fiscal year or EAC over budget

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No.	Route	Title	Location and Type of Work	Phase	(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	Milestone	Date	Date	Date	(\$1,000s)	
3	03	PSGC Phase 1 – Light Rail Modernization Stations Phase 2	City of Sacramento and Sacramento Count.	PAED	0	0	0	0	Baseline		6/23/21		0	
	1532A			PSE	0	0	0	0	PAED	7/31/19	7/31/19			
	SAC			RW Sup	0	0	0	0	RW Cert	10/26/21	10/26/21			Schedule
				Con Sup	0	0	0	0	RTL	4/1/22		7/31/23		
				RW Cap	0	0	0	0	Begin Const	6/30/22		11/30/23		
				Con Cap	6,040	2,942	0	0	End Const	7/1/24		12/1/25		
				Total	6,040	2,942	0	0						
			Light Rail Vehicle Station Conversions to accommodate low floor light rail vehicles (LRVs). Funds will be used for full build station conversions on the northeastern corridor of the Blue light rail lines. Other funding sources (not part of this project) will be used for conversions on the Gold Line. Station Conversions include raising the platform up at least 8 inched above the top of the rail in order to allow for automatic passenger ramp deployment. Without the conversion of the stations low-floor vehicles will not be able to provide service on the Blue Line NEC.											
4	03	PSGC Phase 1 - Watt Avenue Complete Streets	In Sacramento County, on Watt Avenue, from I-80 westbound ramps to Roseville Rd Between Orange Grove Avenue and Roseville Rd, construct buffered bike lanes, separated pedestrian-friendly sidewalks, landscaped medians, improved transit facilities for pedestrians including bus turnouts, improve street lighting, improve signalized intersections, and other streetscape amenities to encourage mobility by active modes of transportation and provide community identity.	PAED	144	0	144	0	144	Baseline		6/23/21		0
	1533			PSE	1,540	0	1,540	0	1,540	PAED	7/21/20	7/21/20		
	SAC			RW Sup	0	0	0	0	RW Cert	10/31/22		1/29/24		Schedule
				Con Sup	0	0	0	0	RTL	12/31/22		6/15/24		
				RW Cap	1,216	0	1,216	0	1,216	Begin Const	4/3/23		8/15/24	
				Con Cap	12,840	8,100	0	0	10,344	End Const	12/31/24		9/15/25	
				Total	15,740	8,100	2,900	0	13,244					
			Between Orange Grove Avenue to I-80 westbound ramps, extend class 2 bike lane and sidewalk improvements.											

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No.	Route	Title	Location and Type of Work	Phase	(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	Milestone	Date	Date	Date	(\$1,000s)	
5	03 1534 SAC	PSGC Phase 1 – Watt/I-80 Light Rail Station	In northeast Sacramento County, in North Highlands just before the Interstate 80, Business 80 interchange. The focus of the project is to improve bicycle, pedestrian and bus access from the Watt Ave Station Plaza (on the west side of Watt Ave) to the Watt/I-80 Light Rail Station. Improvement include expanding the Watt Ave Station Plaza, including a new stairway connecting to the light rail platform, new pedestrian lighting, removing concrete barriers, adding wayfinding signage and adding passenger amenities such as seating, shade/rain shelters and landscape buffers (with guardrail) between the plaza and vehicular traffic. The project will also increasing pedestrian amenities on the west side of Watt Ave, including wider sidewalks, pedestrian-level lighting, landscape buffers and new ornamental metal security fencing along the overcrossing.	PAED	0	0	0	0	Baseline		6/23/21		7,936	
				PSE	0	0	0	0	PAED	6/1/21	1/18/22			
				RW Sup	0	0	0	0	RW Cert	10/26/21	6/30/22			
				Con Sup	0	0	0	0	RTL	1/1/22	6/30/23			
				RW Cap	0	0	0	0	Begin Const	5/1/22		12/15/23		
				Con Cap	9,846	7,937	0	0	End Const	6/30/23		1/31/25		
				Total	9,846	7,937	0	0						
6	03 1535A PLA	PSGC Phase 1 - South Placer Transit - Five Electric Buses	In Placer and Sacramento counties. The Lincoln to Sacramento express bus service will begin in the City of Lincoln and then continue along the Highway 65 corridor with stops at the Galleria Mall, Sutter Hospital and Kaiser Hospital. The express bus service would then travel down Interstate 80 into Sacramento County and terminate at Sacramento Regional Transits Watt/I-80 light rail station. The light rail service would then enable passengers to travel to and from downtown Sacramento, the Railyards and other key destinations within Sacramento County. This new express bus service is expected to operate on weekdays every 30 minutes between approximately 6 a.m. and 9 pm The service will be provided using five (5) new 40' battery electric buses (4 buses and 1 spare).	PAED	10	0	10	0	Baseline				4,705	
				PSE	50	0	132	0	PAED	6/24/20	3/17/22			
				RW Sup	0	0	0	0	RW Cert	12/31/20	3/18/22			
				Con Sup	0	0	0	0	RTL	4/2/21	3/18/22			
				RW Cap	0	0	0	0	Begin Const	6/1/22	5/25/22			
				Con Cap	10,045	4,705	10,087	0	End Const	6/30/23		9/30/23		
				Total	10,105	4,705	10,229	0						

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No.	Route	Title	Location and Type of Work	Phase	(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	Milestone	Date	Date	Date	
7	03 1535B PLA	PSGC Phase 1 - South Placer Transit - Five Chargers	In Placer and Sacramento counties.	PAED	0	0	0	0	Baseline				0
				PSE	137	0	120	0	120	6/24/20	6/24/20		
				RW Sup	0	0	0	0	0	12/31/20	12/31/22		
				Con Sup	0	0	0	0	0	4/2/21	4/30/23		
				RW Cap	0	0	0	0	0	3/23/23		9/30/23	
				Con Cap	1,295	1,295	1,295	0	1,295	9/28/23		12/31/23	
				Total	1,432	1,295	1,415	0	1,415				
			The Lincoln to Sacramento express bus service will begin in the City of Lincoln and then continue along the Highway 65 corridor with stops at the Galleria Mall, Sutter Hospital and Kaiser Hospital. The express bus service would then travel down Interstate 80 into Sacramento County and terminate at Sacramento Regional Transits Watt/I-80 light rail station. The light rail service would then enable passengers to travel to and from downtown Sacramento, the Railyards and other key destinations within Sacramento County. This new express bus service is expected to operate on weekdays every 30 minutes between approximately 6 a.m. and 9 pm The service will be provided using five (5) new chargers (3 depot chargers and 2 on-route chargers) to support the battery-electric buses being purchased as part of the parent project.										
8	03 1787A SAC	US 50 Multimodal Corridor Enhancement Project/Gold Line Light Rail Improvements Between Sunrise Blvd to Downtown Folsom	In Sacramento County, from Sacramento Valley Station to the Downtown Folsom Station.	PAED	1,041	0	1,041	0	1,041	Baseline			20,300
				PSE	8,866	0	8,866	0	8,866	4/1/20	4/1/20		
				RW Sup	0	0	0	0	0	10/31/20	10/31/20		
				Con Sup	0	0	0	0	0	3/31/21	1/14/22		
				RW Cap	1,540	0	27	0	1,540	4/1/21	4/12/22		
				Con Cap	20,653	20,300	5,885	0	20,653	3/31/23		5/1/24	
				Total	32,100	20,300	15,819	0	32,100				
			This project will enhance the light rail capacity on the Gold Line. The project consists of the construction of track sidings to allow trains to pass in the section of single tracks on the Gold Line between the Sunrise Station and Historic Folsom Station. This will permit trains to operate with 15-minute frequencies between those stations, where they currently operate with 30-minute frequencies. The additional frequencies will increase ridership and reduce vehicle miles traveled on US-50. This will also help improve traffic signal phasing for all roadway intersection along Folsom Blvd in Folsom, thus improving roadway traffic flow. This project is a co-applicant with the Caltrans Sacramento US 50 HOV Project from I-5 to Watt Ave for the SB1 Solutions for Congested Corridor Program funds.										

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No.	Route	Title	Location and Type of Work	Phase	(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	Milestone	Date	Date	Date		
9	03 1787B SAC	Accelerating Rail Modernization and Expansion in the Capital Region - Purchase Light Rail Vehicle	In the City and County of Sacramento, City of Rancho Cordova, City of Folsom. SacRTs Accelerating Rail Modernization and Expansion in the Capital Region Project-purchase seven (7) new expansion and thirteen (13) new replacement low-floor light rail vehicles (LRVs).	PAED PSE RW Sup Con Sup RW Cap Con Cap Total	0 0 0 0 0 117,902 117,902	0 0 0 0 0 0 0	0 0 0 0 0 81,484 81,484	0 0 0 0 0 0 0	Baseline PAED RW Cert RTL Begin Const End Const		2/22/19 2/22/19 3/27/20 3/27/20 2/12/26	2/12/26	0	
10	03 1787C SAC	Accelerating Rail Modernization and Expansion in the Capital Region - Station Improvements	In the City and County of Sacramento, City of Rancho Cordova, City of Folsom. SacRTs Accelerating Rail Modernization and Expansion in the Capital Region Project-Gold Line platform conversions to enable level boarding on new low floor LRVs.	PAED PSE RW Sup Con Sup RW Cap Con Cap Total	0 1,864 0 0 0 9,030 10,894	0 0 0 0 0 0 0	0 1,864 0 0 0 4,810 6,674	0 1,864 0 0 0 9,030 10,894	Baseline PAED RW Cert RTL Begin Const End Const		7/31/19 7/31/19 3/31/20 1/10/22 4/1/20 9/16/22 6/30/21	1/12/24	0	
11	03 2201 SAC	PSGC Phase 1 – Light Rail Modernization LRVs	Light Rail Vehicles will operate on the Blue Lines North East Corridor (NEC) which includes stations within the City of Sacramento and Sacramento County. Purchase eight (8) Low-Floor Light Rail Vehicles (LRV) to replace eight (8) high floor LRVs which are past their useful life. SacRT has entering into a contact with Siemens Mobility Inc. to acquire up to 76 new Siemens model S700 low floor LRVs. SacRT has identified funding for the first 20 vehicles and has issued Siemens a Notice to Proceed with the manufacturing of those LRV. The contract includes options for the remaining 56 vehicles that will need to be exercised within the next 7 years. The S700 low-floor LRVs will have low-level boarding at every doorway, a spacious seating design, and larger windows for better light and views. They will feature improved accessibility with wider aisles, built-in storage space for luggage and areas for bicycles.	PAED PSE RW Sup Con Sup RW Cap Con Cap Total	0 0 0 0 0 48,643 48,643	0 0 0 0 0 22,994 22,994	0 0 0 0 0 0 0	0 0 0 0 0 47,206 47,206	Baseline PAED RW Cert RTL Begin Const End Const		6/23/21 7/17/19 7/18/18 1/25/19 1/25/19 2/22/19 2/22/19 6/30/22 7/1/26	10/31/23 11/4/27	22,994	

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No.	Route	Title	Location and Type of Work	Phase	Budget (\$1,000s)	Budget (\$1,000s)	Expended (\$1,000s)	Expended (\$1,000s)	(\$1,000s)	Milestone	Finish Date	Finish Date	Finish Date	Amount (\$1,000s)
12	03 5101C PLA 080	Pla-80 EB Aux Lane and WB 5th Lane	In Placer County, in Roseville and Rocklin, between SR 65 and Rocklin Rd. on eastbound I-80, and east of Douglas Blvd. to west of Riverside Ave. on westbound I-80.	PAED	755	0	0	0	277	Baseline				40,715
				PSE	1,773	0	0	0		PAED				
				RW Sup	242	0	0	0	6	RW Cert				
				Con Sup	5,085	1,015	5	1	4,287	RTL		4/29/22		
			Construct eastbound I-80 auxiliary lane, including two-lane off-ramp to Rocklin Rd. and construct 5th lane on westbound I-80, including reducing Douglas Boulevard off-ramp from 2-lanes to 1-lane.	RW Cap	281	0	0	0	0	Begin Const		6/16/23		
				Con Cap	33,593	8,488	0	0	0	End Const			7/19/24	
				Total	41,729	9,503	5	1	4,570					
13	03 5147 PLA 80	PSGC Phase 1 – I-80 Auburn Boulevard Ramp Meter	In Placer County.	PAED	50	0	72	0	72	Baseline		6/23/21		350
				PSE	100	0	78	0	78	PAED	4/20/21	4/20/21		
				RW Sup	5	0	3	0	4	RW Cert	7/19/21	7/19/21		
				Con Sup	150	150	129	129	149	RTL	8/2/21	8/2/21		
			This project will Install ramp metering for eastbound I-80 at the Auburn Slip onramp. This project will allow for responsive control of traffic at a key entrance point onto the corridor.	RW Cap	5	0	0	0	0	Begin Const	1/15/22	1/24/22		
				Con Cap	350	350	235	235	350	End Const	10/3/22		9/29/23	
				Total	660	500	517	364	653					
14	03 5854A SAC 005	Sac 5 Corridor Enhancement Project	In Sacramento, from 1.1 miles south of Elk Grove Blvd Overcrossing to Route 50 at American River Br (Br#24-68).	PAED	9,765	0	5,591	0	5,594	Baseline				299,785
				PSE	16,970	0	18,483	0	18,483	PAED	6/23/16			
				RW Sup	3,300	0	1,799	0	2,761	RW Cert	4/24/17			
				Con Sup	33,070	1,280	35,691	1,306	37,069	RTL	6/30/17			
			Roadway rehabilitation, construct HOV lanes, and install fiber optic cable	RW Cap	2,157	0	1,474	0	788	Begin Const	10/22/18	5/31/19		
				Con Cap	289,690	13,520	290,342	13,084	317,786	End Const	12/15/22		10/30/23	
				Total	354,952	14,800	353,380	14,390	382,481					
15	03 6254 SAC 050	Sac 50 Design-Build	In Sacramento County on Route 50 from I-5 Junction to Watt Ave.	PAED	13,600	0	11,992	0	11,997	Baseline				397,785
				PSE	13,000	0	10,220	0	10,220	PAED	5/31/17			
				RW Sup	4,300	0	1,729	0	1,729	RW Cert	2/3/20	9/25/19		
				Con Sup	36,800	10,000	23,920	6,665	35,038	RTL	2/14/20	9/26/19		
			Add high occupancy vehicle lane and pavement rehab.	RW Cap	5,700	0	1,536	0	0	Begin Const	7/15/20	6/30/20		
				Con Cap	368,900	80,000	284,062	56,261	397,785	End Const	12/1/24		12/1/24	
				Total	442,300	90,000	333,459	62,926	456,769					

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No.	Route	Title	Location and Type of Work	Phase	(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	Milestone			
16	04 0360Q SON 101	Marin Sonoma Narrows Segment C2 - HOV Lanes Gap Closure	In Sonoma, Highway 101 and 116 connection to 0.3 miles north of Corona Road; Construct HOV lanes and sound walls.	PAED	0	0	0	0	0	Baseline		10/17/18	90,750
				PSE	7,455	0	169	0	169	PAED	10/29/09	10/29/09	
				RW Sup	2,500	0	1,798	0	2,093	RW Cert	12/30/18	12/31/18	
				Con Sup	14,000	12,600	13,881	13,115	13,765	RTL	12/30/18	12/31/18	
				RW Cap	6,970	0	6,583	0	6,807	Begin Const	8/21/19	9/17/19	
				Con Cap	91,000	72,191	92,292	71,741	93,850	End Const	8/21/22	12/23/23	
				Total	121,925	84,791	114,723	84,856	116,684				
17	04 0361M MRN 101	Marin Sonoma Narrows (MSN) Contract B7	On Route 101, in Marin County, in and near city of Novato, from just south of the Franklin Avenue Overhead to 0.3 miles south of the Marin/Sonoma County line.	PAED	0	0	0	0	0	Baseline		6/23/21	91,663
				PSE	14,600	0	519	0	519	PAED	10/29/09	10/29/09	
				RW Sup	357	0	74	0	80	RW Cert	6/25/21	6/10/21	
				Con Sup	19,050	14,850	4,507	4,507	23,776	RTL	6/25/21	6/28/21	
				RW Cap	10,615	0	48	0	3,748	Begin Const	12/31/21	5/13/22	
				Con Cap	114,896	25,268	25,240	6,211	91,663	End Const	12/30/25	7/31/27	
				Total	159,518	40,118	30,388	10,718	119,786				
18	04 0376 NAP 221.29	Soscol Junction (SR 29/221/Soscol Ferry Road)	In Napa County.	PAED	6,100	0	6,887	0	6,887	Baseline		6/23/21	36,784
				PSE	5,045	0	6,246	0	6,246	PAED	2/13/20	2/13/20	
				RW Sup	200	0	51	0	453	RW Cert	5/1/21	8/25/21	
				Con Sup	5,739	0	3,927	0	7,929	RTL	6/30/21	8/26/21	
				RW Cap	100	0	52	0	100	Begin Const	11/15/21	5/13/22	
				Con Cap	36,785	19,341	14,634	7,693	36,784	End Const	11/15/23	5/12/25	
				Total	53,969	19,341	31,797	7,693	58,399				

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19	04	US 101 Managed Lanes Project - Northern Segment	In the cities of San Carlos, Millbrae, Burlingame, San Mateo and Belmont in San Mateo County, and Menlo Park and East Palo Alto in Santa Clara County, from Matadero Creek to just North of I-380.	PAED	21,000	0	14,335	0	14,335	Baseline			359,140
	0658D			PSE	38,477	0	22,580	0	22,580	PAED	10/31/18	10/31/18	
	SM,SCL			RW Sup	1,000	0	176	0	235	RW Cert	5/1/19	10/3/19	
	101			Con Sup	29,000	8,500	20,969	7,570	26,698	RTL	5/1/19	10/4/19	
			Construct Express Lanes, from Whipple Avenue to just North of I-380.	RW Cap	4,500	0	2,147	0	2,180	Begin Const	7/1/19	1/9/20	
				Con Cap	314,540	116,690	355,353	116,626	359,140	End Const	2/1/23	11/6/22	
				Total	408,517	125,190	415,560	124,196	425,168				
20	04	US 101 Managed Lanes Project - Highway Planting Replacement	This project is located within the cities of San Carlos, Millbrae, Burlingame, San Mateo, Belmont, Menlo Park, Redwood City, Palo Alto, and East Palo Alto in both Santa Clara and San Mateo County on U.S.101, from 2 miles South of the Santa Clara County line to 0.3 mile south of Grand Avenue Interchange.	PAED	0	0	0	0	0	Baseline			0
	0658J			PSE	0	0	0	0	329	PAED	10/31/18	10/31/18	
	SCL,SM			RW Sup	0	0	0	0	0	RW Cert		6/30/22	
	101			Con Sup	500	0	0	0	408	RTL		3/27/23	
			Establish follow-up highway landscape planting.	RW Cap	0	0	0	0	0	Begin Const	2/1/22		9/20/23
				Con Cap	4,305	0	0	0	4,305	End Const	2/1/26		10/1/27
				Total	4,805	0	0	0	5,042				
21	04	BART- Switch Machine Cabling Project - BART Labor	In Contra Costa, Alameda and San Francisco counties.	PAED	0	0	0	0	0	Baseline		5/12/21	45,150
	2010E			PSE	0	0	0	0	0	PAED	9/1/17	9/1/17	
	SF,ALA,CC			RW Sup	0	0	0	0	0	RW Cert	7/1/20	7/1/20	
			BART labor needed to support Switch Machine Cabling project during installation and for material transport. This includes replacement of Switch Power Supply Cabinets; Entrance Cabinets; Switchboards, Panelboards and Circuit Breakers; Raceways; and Cables along the wayside and in Train Control Rooms. The project will be implemented through the Transbay Corridor (segment) connecting Oakland and San Francisco and is in Contra Costa, Alameda and San Francisco counties. The scope element is an integral part of the overall benefits from implementing the TCMP through the Transbay Corridor. The Switch Machine Cabling will include upgrading raceway, power and communication cables at 21 train control rooms and 26 wayside interlocks and associated switches, including the power cable from the Station House Power to the Train Control Rooms in 22 locations.	Con Sup	0	0	0	0	0	RTL	7/1/20	3/19/21	
				RW Cap	0	0	0	0	0	Begin Const	2/1/22	2/1/22	
				Con Cap	45,150	45,150	0	0	45,150	End Const	8/1/26		8/1/26
				Total	45,150	45,150	0	0	45,150				

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**Solutions for Congested Corridors Program (SCCP) Project List
January 01 - June 30, 2023**

District	PPNO	County	Approved Budget	SCCP Budget	Total Expended	SCCP Expended	EAC	Approved Finish Date	Actual Finish Date	Current Finish Date	Award Amount	CAPs
No.	Route	Title	Location and Type of Work	Phase	(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	Milestone	(\$1,000s)	
22	04	BART Train Control Modernization Program - MacArthur/Downtown	In the city of Oakland.	PAED	0	0	0	0		Baseline		14,850
	2010F	Oakland Interlock Cabling Upgrade Contract	The Downtown Oakland Interlock Upgrade Contract will be implemented at MacArthur and Downtown Oakland BART stations, and will affect service through the Transbay Corridor (segment) connecting Oakland and San Francisco and is in Alameda and San Francisco counties. The Downtown Oakland Interlock Upgrade Contract includes installation of new surface mounted train control raceways and associated cables to new Switch Power Supply Cabinets (SPSC) and associated interlock switches will be designed along the K Line from MacArthur Train Control Room to Interlocking K23, K25 and K35. This scope element is an integral part of the overall benefits from implementing the TCMP through the Transbay Corridor.	PSE	0	0	0	0		PAED	9/1/17	9/1/17
SF,CC,A	LA			RW Sup	0	0	0	0	0	RW Cert	1/1/21	1/1/21
				Con Sup	0	0	0	0	0	RTL	1/1/21	4/28/23
				RW Cap	0	0	0	0	0	Begin Const	2/1/22	6/30/23
				Con Cap	14,850	14,850	0	0	14,850	End Const	6/1/24	1/31/26
				Total	14,850	14,850	0	0	14,850			
23	04	BART Train Control Modernization Program - Communication Based Train Control (CBTC)	In Alameda and San Francisco counties.	PAED	0	0	0	0		Baseline		1,065,871
	2010G		The CBTC Contract will be implemented through the Transbay Corridor (segment) connecting Oakland and San Francisco and is located in Alameda and San Francisco counties. The CBTC Contract will replace the existing train control system with a new communications-based train control system, allowing BART to achieve the shorter headways needed to operate more regularly scheduled trains through the Transbay Corridor. This scope element is an integral part of the overall benefits from implementing the TCMP through the Transbay Corridor.	PSE	12,129	0	0	0		PAED	9/1/17	9/1/17
CC,SF,A	LA			RW Sup	0	0	0	0	0	RW Cert	9/1/17	9/1/17
				Con Sup	0	0	0	0	0	RTL	9/1/17	9/1/17
				RW Cap	0	0	0	0	0	Begin Const	8/1/20	9/16/20
				Con Cap	1,065,871	0	0	0	1,065,871	End Const	8/1/31	8/1/31
				Total	1,078,00	0	0	0	1,065,871			

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**Solutions for Congested Corridors Program (SCCP) Project List
January 01 - June 30, 2023**

District PPNO County			Approved Budget (\$1,000s)	SCCP Budget (\$1,000s)	Total Expended (\$1,000s)	SCCP Expended (\$1,000s)	EAC (\$1,000s)	Approved Finish Date	Actual Finish Date	Current Finish Date	Award Amount (\$1,000s)	CAPs	
24	04 2010H SF,ALA, CC	BART - Switch Machine Cabling Project - Procurement of Non- Revenue Equipment	In Contra Costa, Alameda and San Francisco counties.			PAED	0	0	0	0	0	0	3,378
			Baseline										
			PAED	9/1/17	9/1/17								
			RW Cert	7/1/20	7/1/20								
			RTL	7/1/20	7/1/20								
			RW Sup	0	0	0	0	0					
			Con Sup	0	0	0	0	0					
			RW Cap	0	0	0	0	0					
Procurement of on-rail equipment (5 Hi-Railers, 1 Vac truck, 2 Boom Lifts and 2 Scissor Lifts) needed to support construction crews on Switch Machine Cabling project during installation and for material transport. The project will be implemented through the Transbay Corridor (segment) connecting Oakland and San Francisco and is in Contra Costa, Alameda and San Francisco counties. The scope element is an integral part of the overall benefits from implementing the TCMP through the Transbay Corridor. The Switch Machine Cabling will include upgrading raceway, power and communication cables at 21 train control rooms and 26 wayside interlocks and associated switches, including the power cable from the Station House Power to the Train Control Rooms in 22 locations.			Con Cap	3,350	3,350	0	0	3,350	End Const	8/1/26	8/1/26		
Total	3,350	3,350	0	0	3,350								
25	04 2010J CC,SF,A LA	BART - Switch Machine Cabling Project - Procurement of Material	In Contra Costa, Alameda and San Francisco counties.			PAED	0	0	0	0	0	0	12,500
			Baseline										
			PAED	9/1/17	9/1/17								
			RW Cert	7/1/20	7/1/20								
			RTL	7/1/20	7/1/20								
			RW Sup	0	0	0	0	0					
			Con Sup	0	0	0	0	0					
			RW Cap	0	0	0	0	0					
Procurement of all materials needed to support construction crews on Switch Machine Cabling project during installation and for material transport. The project will be implemented through the Transbay Corridor (segment) connecting Oakland and San Francisco and is in Contra Costa, Alameda and San Francisco counties. The scope element is an integral part of the overall benefits from implementing the TCMP through the Transbay Corridor.			Con Cap	12,500	0	0	0	12,500	End Const	8/1/26	8/1/26		
Total	12,500	0	0	0	12,500								
26	04 2010K ALA,SF, CC	BART - Switch Machine Cabling Project - Services	In Contra Costa, Alameda and San Francisco counties.			PAED	0	0	0	0	0	0	2,724
			Baseline										
			PAED	9/1/17	9/1/17								
			RW Cert	7/1/20	7/1/20								
			RTL	7/1/20	7/1/20								
			RW Sup	0	0	0	0	0					
			Con Sup	0	0	0	0	0					
			RW Cap	0	0	0	0	0					
Procurement of Services needed to support construction crews on Switch Machine Cabling project during installation and for material transport. The project will be implemented through the Transbay Corridor (segment) connecting Oakland and San Francisco and is in Contra Costa, Alameda and San Francisco counties. The scope element is an integral part of the overall benefits from implementing the TCMP through the Transbay Corridor.			Con Cap	2,724	0	0	0	2,724	End Const	8/1/26	8/1/26		
Total	2,724	0	0	0	2,724								

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**Solutions for Congested Corridors Program (SCCP) Project List
January 01 - June 30, 2023**

District 05

District PPNO County				Approved Budget (\$1,000s)	SCCP Budget (\$1,000s)	Total Expended (\$1,000s)	SCCP Expended (\$1,000s)	EAC (\$1,000s)	Approved Finish Date	Actual Finish Date	Current Finish Date	Award Amount (\$1,000s)	CAPs	
No.	Route	Title	Location and Type of Work	Phase					Milestone					
27	05 0073A SCR 1	Highway 1, 41st Avenue to Soquel Avenue Auxiliary Lanes, Bus on Shoulder and Chanticleer Bike/Ped Bridge	Near the city of Santa Cruz and Capitola, from 41st Avenue to Soquel Avenue. Construct auxiliary lanes, bus-on-shoulder, and bicycle/pedestrian overcrossing near Chanticleer Avenue.	PAED	0	0	0	0	0	Baseline		6/23/21		31,324
				PSE	3,220	0	2,684	0	2,684	PAED	12/31/18	12/31/18		
				RW Sup	0	0	0	0	0	RW Cert	10/1/20	3/25/21		
				Con Sup	3,872	3,872	558	558	5,987	RTL	10/1/20	4/26/21		
				RW Cap	750	0	750	0	0	Begin Const	2/1/21	11/16/22		
				Con Cap	28,110	19,635	3,509	1,304	31,324	End Const	12/1/22		8/30/24	
				Total	35,952	23,507	7,501	1,862	39,995					
28	05 0073C SCR 1	State Route 1 - State Park to Bay/Porter Auxiliary Lanes	Near Capitola and Aptos, State Route 1 from State Park Drive to Bay/Porter Interchanges. Construct auxiliary lanes between interchanges. Includes reconstruction of the Capitola Avenue overcrossing to accommodate new lanes on State Route 1 and improve bicycle and pedestrian facilities; hybrid bus-on-shoulder/auxiliary lane facility between Bay Ave/Porter St and State Park Dr (total distance 3 miles); bicycle/pedestrian overcrossing of Hwy 1 at Mar Vista Dr with sidewalk, ADA ramps, and intersection improvements at bridge approaches; additional project elements: add emergency pullouts and enforcement areas, sound wall, retaining walls, improved median barrier, lighting, overhead signs, traffic monitoring stations, drainage, and drought-tolerant landscaping SCCP/LPP Title: Watsonville-Santa Cruz Multimodal Improvements -Bay Ave/Porter St to State Park Dr - Contract #2.	PAED	2,635	0	2,635	0	2,635	Baseline		6/23/21		0
				PSE	3,060	0	3,041	0	3,060	PAED	5/10/21	5/11/21		
				RW Sup	0	0	0	0	0	RW Cert	8/1/22	12/2/22		
				Con Sup	8,760	8,760	0	0	8,760	RTL	10/1/22	12/5/22		
				RW Cap	1,100	0	311	0	750	Begin Const	4/1/23		7/28/23	
				Con Cap	73,400	44,077	0	0	78,656	End Const	4/1/27		9/1/28	
				Total	88,955	52,837	5,987	0	93,861					
29	05 2893 SB	North Padaro Lane Coastal Access Improvements	In the County of Santa Barbara, south of community of Summerland along North Padaro Lane on the coast side of Highway 101. Construct 0.2 miles of sidewalk to complete gap in California Coastal Trail between Highway 101 and Loon Point Beach Parking area where coastal access exists. Add coastal trail signage along North Padaro Lane and for vertical access to beach. NULL	PAED	60	0	53	0	53	Baseline		10/17/18		470
				PSE	220	0	200	0	200	PAED	3/1/19	7/10/19		
				RW Sup	0	0	0	0	0	RW Cert	3/31/20	6/16/22		
				Con Sup	0	0	0	0	0	RTL	7/31/20	8/1/22		
				RW Cap	140	0	0	0	8	Begin Const	4/1/21	12/13/22		
				Con Cap	583	583	0	0	583	End Const	12/31/22		12/31/23	
				Total	1,003	583	253	0	844					

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**Solutions for Congested Corridors Program (SCCP) Project List
January 01 - June 30, 2023**

District	PPNO	County	Approved Budget	SCCP Budget	Total Expended	SCCP Expended	EAC	Approved Finish Date	Actual Finish Date	Current Finish Date	Award Amount (\$1,000s)	CAPs				
No.	Route	Title	Location and Type of Work	Phase	(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	Milestone	Date	Date	Date	(\$1,000s)			
30	05 2894 SB	Summerland Area Coastal Access Improvements	In the County of Santa Barbara, in and near the community of Summerland, on Via Real, Wallace Avenue and Finney Road on both the inland and coastal side of Highway 101. Construct 0.4 miles of sidewalk and add coastal access parking along Wallace Avenue. Along Via Real, construction 0.4 miles of sidewalk to complete gap in California Coastal Trail between Greenwell Drive and North Padaro Lane and add a Class I multi purpose path.	PAED	300	0	300	0	300	Baseline		10/17/18		0		
				PSE	680	0	680	0	680	PAED	4/30/19	10/1/19				
				RW Sup	0	0	0	0	0	RW Cert	10/31/20	3/3/23			Schedule	
				Con Sup	0	0	0	0	0	RTL	10/31/20	3/6/23				
				RW Cap	520	0	211	0	300	Begin Const	7/1/22		8/23/24			
				Con Cap	8,320	8,320	0	0	8,320	End Const	6/30/23		12/31/25			
				Total	9,820	8,320	1,191	0	9,600							
				NULL												
31	05 2896 SB 101	Santa Claus Lane Class I Bikeway	In City of Carpinteria through Summerland between Carpinteria Avenue and Santa Claus Lane. Construct 0.6 miles Class I bikeway to close a gap in the California Coastal Trail (CCT).	PAED	500	0	302	0	302	Baseline		10/17/18		12,331		
				PSE	500	0	1,159	0	1,159	PAED	2/1/19	2/18/20			Cost	
				RW Sup	0	0	0	0	0	RW Cert	1/1/20	7/27/22				
				Con Sup	750	750	665	665	750	RTL	1/1/20	8/17/22				
				RW Cap	320	0	260	0	420	Begin Const	7/1/20	10/6/22				
				Con Cap	8,767	7,267	10,587	6,239	12,466	End Const	3/31/21		9/30/23			
				Total	10,837	8,017	12,973	6,904	15,097							
				Construct Class I bikeway along Santa Claus Lane (County of Santa Barbara) from Sandpoint Drive to South Padaro Lane to close a gap in the California Coastal Trail (CCT).	PAED	0	0	39	0	39	Baseline		10/17/18		0	
PSE	800	0	1,024	0	800	PAED	9/30/18	9/25/19								
RW Sup	0	0	0	0	0	RW Cert	3/31/20	3/21/23			Schedule					
Con Sup	0	0	0	0	0	RTL	3/31/20	3/21/23								
RW Cap	200	0	200	0	200	Begin Const	10/1/20		9/21/23							
Con Cap	7,040	7,040	2,865	0	9,865	End Const	6/30/21		5/1/26							
Total	8,040	7,040	4,128	0	10,904											

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District	PPNO	County	Approved Budget	SCCP Budget	Total Expended	SCCP Expended	EAC	Approved Finish Date	Actual Finish Date	Current Finish Date	Award Amount (\$1,000s)	CAPs			
No.	Route	Title	Location and Type of Work	Phase	(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	Milestone	Date	Date	Date			
33	05 3046 SCR	Soquel Drive Buffered Bike Lane and Congestion Mitigation Project (SCCP/LPP Cycle 2, Contract #3)	In the unincorporated area of Santa Cruz County on Soquel Avenue and Soquel Drive between La Fonda Avenue and State Park Drive. Adaptive traffic signal control/transit signal priority at all 23 intersections between La Fonda Ave and State Park Drive. *Protected bike lanes with striping/bollards for approximately 2.4 miles (4.8 miles bidirectional) and buffered bike lanes with striping for approximately 2.65 miles (5.3 miles bidirectional) *46 green bike boxes at 23 intersections for left turn movements *Pedestrian improvements including: 10 rectangular rapid flashing beacons at midblock crossings; 0.46 miles of new curb, gutter, retaining wall and sidewalk construction; 96 crosswalk upgrades, 12 sidewalk curb extensions; 100 ADA ramps; and reconstruction of 17 driveway and side street connections *Cape seal of pavement for entire project length.	PAED	0	0	0	0	0	Baseline		6/23/21		20,209	
				PSE	2,623	0	3,394	0	3,394	PAED	9/18/19	9/18/19			
				RW Sup	0	0	0	0	0	RW Cert	11/30/22	10/18/22			
				Con Sup	0	0	2,020	0	2,020	RTL	11/30/22	10/18/22			
				RW Cap	820	0	0	0	820	Begin Const	3/1/23	5/16/23			
				Con Cap	22,218	16,463	640	0	22,858	End Const	11/1/24	11/1/24			
				Total	25,661	16,463	6,054	0	29,092						
				34	05 7101L SB 101	Carpinteria to Santa Barbara Widening – 4A Carpinteria Mitigation PItg	In Santa Barbara County In Carpinteria From 0.2 Mile South of Bailard Avenue Overcrossing To 0.7 Mile South of South Padaro Lane Install mitigation planting	PAED	0	0	0	0	0	Baseline	
PSE	250	0	500					0	500	PAED		12/18/20			
RW Sup	0	0	0					0	0	RW Cert		5/14/21			
Con Sup	500	0	340					0	989	RTL		6/24/21			
RW Cap	0	0	0					0	0	Begin Const		5/27/22			
Con Cap	1,768	0	1,704					0	3,537	End Const			8/6/26		
Total	2,518	0	2,544					0	5,026						
35	05 7101R SB 101	Padaro - (Segment 4B) Combined	In Santa Barbara County, in and near Carpinteria and at Summerland from 0.9 mile south of South Padaro Lane Undercrossing to 0.6 mile north of Padaro Lane Overcrossing Construct HOV Lanes and rehabilitate roadway.					PAED	2,725	0	6,526	0	6,526	Baseline	
				PSE	14,395	0	15,893	0	15,893	PAED	8/26/14	6/4/18			
				RW Sup	1,010	0	460	0	460	RW Cert	11/1/20	2/5/21		Schedule	
				Con Sup	31,315	12,250	12,348	4,831	27,056	RTL	1/1/21	3/19/21			
				RW Cap	10,900	0	118	0	0	Begin Const	7/15/21	5/26/21			
				Con Cap	164,567	51,060	99,082	31,330	162,317	End Const	12/15/25	1/24/25			
				Total	224,912	63,310	134,427	36,161	212,252						
				36	05 7101S SB 101	Carpinteria to Santa Barbara Widening Project - Segment 4C Combined	In Santa Barbara County, in and near Summerland from 0.2 miles north of Padaro Lane Overcrossing to San Ysidro Creek Bridge. Construct HOV Lanes and rehabilitate roadway.	PAED	2,380	0	4,667	0	4,667	Baseline	
PSE	7,080	0	2,742					0	2,742	PAED	8/26/14	9/29/17			
RW Sup	520	0	7					0	40	RW Cert	11/1/20	6/22/20		Schedule	
Con Sup	18,430	7,940	11,005					4,742	16,347	RTL	1/1/21	6/24/20			
RW Cap	3,930	0	37					0	0	Begin Const	7/15/21	10/23/20			
Con Cap	108,761	36,100	95,451					32,057	107,672	End Const	12/15/25	11/13/23			
Total	141,101	44,040	113,909					36,799	131,468						

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No.	Route	Title	Location and Type of Work	Phase	(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	Milestone				
37	05 7101X SB 101	South Coast 101 HOV Lanes - Carpinteria (Segment 4A) Mitigation	In Santa Barbara County, in Carpinteria from 0.2 miles south of Bailard Avenue to 0.5 miles south of S Padaro Lane.	PAED	0	0	0	0	0	Baseline		0	
				PSE	0	0	0	0	0	PAED			
				RW Sup	0	0	0	0	0	RW Cert	7/5/22		
				Con Sup	33	0	0	0	33	RTL		8/14/23	
				RW Cap	7	0	0	0	7	Begin Const		9/5/23	
				Con Cap	0	0	0	0	0	End Const		8/24/29	
				Total	40	0	0	0	40				
38	05 7103L SB 101	Carpinteria to Santa Barbara Widening – 4C Summerland Mitigation Plant	In Santa Barbara County, in and near Summerland from 0.2 miles north of Padaro Lane Overcrossing to San Ysidro Creek Bridge.	PAED	0	0	0	0	0	Baseline		0	
				PSE	200	0	30	0	275	PAED	1/5/22		
				RW Sup	0	0	0	0	0	RW Cert	1/5/23		
				Con Sup	476	0	0	0	1,097	RTL	3/6/23		
				RW Cap	0	0	0	0	0	Begin Const		11/3/23	
				Con Cap	2,531	0	0	0	4,000	End Const		11/2/27	
				Total	3,207	0	30	0	5,372				
39	05 7103X SB 101	South Coast 101 HOV-Summerland (Segment 4C) Mitigation Monitoring	In Santa Barbara County, in and near Summerland from 0.2 miles north of Padaro Lane Overcrossing to San Ysidro Creek Bridge.	PAED	0	0	0	0	0	Baseline		0	
				PSE	0	0	0	0	0	PAED	8/26/14		
				RW Sup	0	0	0	0	0	RW Cert	11/1/20		
				Con Sup	40	0	0	0	39	RTL	1/1/21		
				RW Cap	0	0	0	0	0	Begin Const	7/15/21	7/5/23	
				Con Cap	0	0	0	0	0	End Const	12/15/25		3/30/29
				Total	40	0	0	0	39				

District 07

District	PPNO	County	Approved Budget	SCCP Budget	Total Expended	SCCP Expended	EAC	Approved Finish Date	Actual Finish Date	Current Finish Date	Award Amount (\$1,000s)	CAPs
No.	Route	Title	Location and Type of Work	Phase	(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	Milestone			

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No.	Route	Title	Location and Type of Work	Phase	(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	Milestone	Date	Date	Date			
40	07 4858 LA 110,105	I-105 Express Lanes - Construction	In Los Angeles County, on I-105 between Sepulveda Boulevard/Imperial Highway Intersection and Studebaker Road and on I-110 between I-105 Separation and 103rd Street.	PAED	13,121	0	13,121	0	13,121	Baseline		10/13/21		0	
				PSE	46,883	0	34,870	0	46,883	PAED	5/21/21	5/21/21			
				RW Sup	0	0	53	0	0	RW Cert	3/31/23		2/28/24	Schedule	
				Con Sup	0	0	0	0	0	RTL	5/31/23		3/1/24		
				RW Cap	3,081	0	0	0	3,081	Begin Const	6/1/23		6/1/24		
				Con Cap	546,036	150,000	0	0	546,036	End Const	12/1/27		4/30/28		
				Total	609,121	150,000	48,044	0	609,121						
				The proposed project will construct 16.1 miles of Express Lanes along the 18.1 mile I-105 Corridor in each direction between I-405 and Studebaker Road and result in two Express Lanes in each direction. The scope of work will include construction of sign structures, pavement restriping, bridge widenings, new/rebuilt retaining walls, new/rebuilt soundwalls, new auxiliary lanes, and new ramp meters. This project is 16.1 centerline miles and 58.4 lane miles in length. A break down of the lane miles is provided in the additional information section.											
41	07 4858A LA 105,110	I-105 Express Lanes - Roadside Toll Collection System (RTCS)	Los Angeles County, on I-105 between Sepulveda Boulevard/Imperial Highway Intersection and Studebaker Road and on I-110 between I-105 Separation and 103rd Street.	PAED	0	0	0	0	0	Baseline		10/13/21		0	
				PSE	0	0	0	0	0	PAED	5/21/21	5/21/21			
				RW Sup	0	0	0	0	0	RW Cert	12/1/24		5/1/24		
				Con Sup	0	0	0	0	0	RTL	12/1/24		5/1/24		
				RW Cap	0	0	0	0	0	Begin Const	1/1/25		6/1/24		
				Con Cap	80,000	0	0	0	80,000	End Const	12/1/27		12/27/27		
				Total	80,000	0	0	0	80,000						
				This project will construct the Roadside Toll Collection System (RTCS) needed to operate the I-105 Express Lanes. The scope of work includes the purchase and installation of dynamic message signs to display toll rates and travel time information, toll gantries to read vehicle transponders, enforcement beacons, closed circuit television cameras, pavement detection equipment, fiber optic wiring, and other associated equipment. Once the toll equipment is installed, systems testing and integration will be required.											
42	07 5497 LA	Airport Metro Connector 96th Street Transit Station	In Los Angeles near Aviation Boulevard / 96th Street. Construct new multi-modal transit station for the Metro Crenshaw / Los Angeles International (LAX) Line that will also add a stop to the Metro Green Line.	PAED	15,750	0	15,177	0	15,177	Baseline		10/18/18		470,627	
				PSE	29,250	0	29,771	0	29,771	PAED	5/2/17	5/2/17			
				RW Sup	0	0	0	0	0	RW Cert	7/30/19	6/30/19			
				Con Sup	0	0	0	0	0	RTL	6/30/19	5/30/20			
				RW Cap	76,200	0	97,866	0	97,866	Begin Const	12/31/19	9/22/21			
				Con Cap	404,000	150,000	222,246	0	696,621	End Const	6/1/23		1/31/25		
				Total	525,200	150,000	365,060	0	839,435						
				Multi-modal transit station will include Light Rail Station, transit station/terminal building, bus plaza, bicycle hub, pedestrian improvements and passenger pickup/drop-off area.											

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**Solutions for Congested Corridors Program (SCCP) Project List
January 01 - June 30, 2023**

District 08

District			Location and Type of Work	Phase	Approved	SCCP	Total	SCCP	EAC	Milestone	Approved	Actual	Current	Award	CAPs	
PPNO	County	Budget			Budget	Expended	Expended	Finish			Finish	Finish	Amount			
No.	Route	Title			(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)		Date	Date	Date	(\$1,000s)			
43	08	Redlands Passenger Rail Project SBD	Located at five station locations: San Bernardino Transit Center, Tippecanoe Avenue Station, New York Street Station, Downtown Redlands Station, and the University Station. The rail service will run between San Bernardino Transit Center located at Rialto Avenue and E Street in downtown San Bernardino adjacent to San Manuel Stadium and will terminate at the University of Redlands. Construct nine-miles of Rail line.	PAED	11,384	0	11,453	0	11,453	Baseline		10/17/18		82,000		
				PSE	42,340	0	36,412	0	36,412	PAED	2/1/15	2/1/15				
				RW Sup	0	0	0	0	0	RW Cert	8/31/18	9/17/18				
				Con Sup	0	0	0	0	0	RTL	8/1/18	9/17/18				
				RW Cap	7,866	0	22,703	0	26,885	Begin Const	3/1/19	4/17/19				
				Con Cap	230,330	65,000	276,544	0	276,544	End Const	5/31/21	10/31/23				
				Total	291,920	65,000	347,112	0	351,294							
44	08	West Valley Connector Bus Rapid Transit (Phase 1 & Zero Emission Bus Initiative) – Mainline Improvements SBD	In San Bernardino and Los Angeles Counties through the cities of Pomona, Montclair, Ontario, and Rancho Cucamonga on Holt Boulevard from Pomona Metrolink Station to Ontario International Airport (ONT), on Archibald Avenue from ONT to Inland Empire Boulevard, on Inland Empire Boulevard from Archibald Avenue to Ontario Mills Mall, on Milliken Avenue from Ontario Mills Mall to Foothill Boulevard, and on Foothill Boulevard from Milliken Avenue to Victoria Gardens Mall, construct the West Valley Connector (WVC), a 100% zero-emission Bus Rapid Transit system, the first stage of the SB County Zero-emission Bus Initiative and second Bus Rapid Transit route in San Bernardino County. The project includes the construction of 21 stations between Pomona and Rancho Cucamonga. The project will also provide level boarding, transit signal priority, off-board fare options, optimized operating plans, branded shelters/canopies in the aforementioned stations, security cameras, and variable message signs.	PAED	6,704	0	6,228	0	6,228	Baseline		6/24/21		0		
				PSE	20,440	0	8,561	0	20,916	PAED	5/12/20	5/12/20				
				RW Sup	0	0	0	0	0	RW Cert	10/21/22	12/6/22				
				Con Sup	0	0	0	0	0	RTL	7/30/21	5/15/23				
				RW Cap	92,311	0	43,531	0	92,311	Begin Const	10/24/22	9/6/23				
				Con Cap	116,932	65,000	491	0	116,932	End Const	10/25/24	1/29/26				
				Total	236,387	65,000	58,811	0	236,387							
45	08	West Valley Connector Bus Rapid Transit (Phase 1 & Zero Emission Bus Initiative) – Maintenance Facility (D/B Contract) SBD	In San Bernardino County, construct the West Valley Connector (WVC), a 100% zero-emission Bus Rapid Transit system, the first stage of the San Bernardino County Zero-emission Bus Initiative and second Bus Rapid Transit route in San Bernardino County. The project includes modifications to an existing maintenance facility in order to maintain the additional 18 zero-emission battery-electric buses that are needed to operate the new Bus Rapid Transit service.	PAED	0	0	0	0	0	Baseline				0		
				PSE	0	0	0	0	0	PAED	5/12/20	5/12/20				
				RW Sup	0	0	0	0	0	RW Cert	10/21/22	9/14/22				
				Con Sup	0	0	0	0	0	RTL	10/1/21	8/2/23				
				RW Cap	0	0	0	0	0	Begin Const	10/24/22	12/19/23				
				Con Cap	3,500	0	0	0	3,500	End Const	5/14/24	5/13/25				
				Total	3,500	0	0	0	3,500							

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**Solutions for Congested Corridors Program (SCCP) Project List
January 01 - June 30, 2023**

District	PPNO	County	Approved Budget	SCCP Budget	Total Expended	SCCP Expended	EAC	Approved Finish Date	Actual Finish Date	Current Finish Date	Award Amount	CAPs
No.	Route	Title	Location and Type of Work	Phase	(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	Milestone	(\$1,000s)	
46	08	West Valley Connector	In San Bernardino and Los Angeles Counties through the cities of Pomona, Montclair, Ontario, and Rancho Cucamonga on Holt Boulevard from Pomona Metrolink Station to Ontario International Airport (ONT), on Archibald Avenue from ONT to Inland Empire Boulevard, on Inland Empire Boulevard from Archibald Avenue to Ontario Mills Mall, on Milliken Avenue from Ontario Mills Mall to Foothill Boulevard, and on Foothill Boulevard from Milliken Avenue to Victoria Gardens Mall, construct the West Valley Connector (WVC), a 100% zero-emission Bus Rapid Transit system, the first stage of the San Bernardino County Zero-emission Bus Initiative and second Bus Rapid Transit route in San Bernardino County.	PAED	0	0	0	0		Baseline		0
	1232C	Bus Rapid Transit (Phase 1 & Zero Emission Bus Initiative) – Vehicles		PSE	0	0	0	0		PAED	5/12/20	5/12/20
	SBD			RW Sup	0	0	0	0	0	RW Cert	10/21/22	7/22/22
				Con Sup	0	0	0	0	0	RTL	7/30/21	7/22/22
				RW Cap	0	0	0	0	0	Begin Const	10/24/22	3/1/23
				Con Cap	27,160	0	0	0	27,160	End Const	5/14/24	12/30/23
				Total	27,160	0	0	0	27,160			
			Headways will be 10 min in peak commute period and 15 min off-peak, providing a high level of service to the community. In order to provide the required Bus Rapid Transit (BRT) service, the project includes the procurement of 18 zero-emission battery-electric buses.									

District 11

District	PPNO	County	Approved Budget	SCCP Budget	Total Expended	SCCP Expended	EAC	Approved Finish Date	Actual Finish Date	Current Finish Date	Award Amount	CAPs
No.	Route	Title	Location and Type of Work	Phase	(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	Milestone	(\$1,000s)	
47	11	I-5 North Coast Corridor	In the cities of Encinitas and Carlsbad from Manchester Avenue to Palomar Airport Road.	PAED	0	0	0	0		Baseline		256,038
	0615F	HOV Extension - Phase 1 - Encinitas HOV		PSE	0	0	1,330	0	1,330	PAED	8/30/14	
	SD			RW Sup	0	0	0	0	0	RW Cert	6/30/18	
	5			Con Sup	44,670	32,000	40,667	29,145	44,849	RTL	6/30/18	
			Construct one High Occupancy Vehicle (HOV) lane in each direction; construct multi-use facility at Manchester; construct bike paths and soundwalls (CMGC).	RW Cap	0	0	0	0	0	Begin Const	10/31/18	11/16/18
				Con Cap	256,059	163,000	244,427	155,859	256,038	End Const	9/1/22	10/31/23
				Total	300,729	195,000	286,424	185,004	302,217			
48	11	I-5 North Coast Corridor	In the city of Carlsbad from Palomar Airport Road to SR-78.	PAED	0	0	0	0		Baseline		0
	0615I	HOV Extension, Phase 1, Carlsbad Seg, Package 3 (CMGC)	Package 3- Construct community enhancements; soundwall and Plant Establishment.	PSE	0	0	0	0	0	PAED	8/30/14	8/30/14
	SD			RW Sup	0	0	0	0	0	RW Cert	2/28/20	5/16/22
	5			Con Sup	7,031	0	0	0	0	RTL	5/22/20	10/14/22
			CONSTRUCT HOV LANES FROM PALOMAR AIRPORT RD TO SR78 AS PART OF I-5 CMCG, SEGMENT 4C (PACKAGE 3)	RW Cap	0	0	0	0	0	Begin Const	7/1/22	7/17/23
				Con Cap	32,032	0	0	0	30,300	End Const	8/5/24	5/29/25
				Total	39,063	0	0	0	30,300			

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**Solutions for Congested Corridors Program (SCCP) Project List
January 01 - June 30, 2023**

District			Location and Type of Work	Phase	Approved	SCCP	Total	SCCP	EAC	Milestone	Approved	Actual	Current	Award	CAPs
PPNO	County	Budget			Budget	Expended	Expended	(\$1,000s)	(\$1,000s)		(\$1,000s)	Finish	Finish	Finish	
No.	Route	Title			(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)		Date	Date	Date	(\$1,000s)	
49	11	I-5 NCC CARLSBAD	IN CITY OF CARLSBAD FROM PALOMAR AIRPORT RD TO SR78.	PAED	0	0	177	0	177	Baseline				67,755	
	0615J	HOV		PSE	0	0	12,765	0	12,765	PAED		8/30/14			
	SD			RW Sup	0	0	965	0	965	RW Cert		12/2/20			
	005			Con Sup	8,001	0	4,734	0	7,859	RTL		12/3/20			
			CONSTRUCT ONE HOV LANE IN EACH DIRECTION AND AUXILIARY LANE AT CANNON SOUTHBOUND	RW Cap	0	0	20	0	0	Begin Const		10/5/21			
				Con Cap	67,812	0	53,478	0	67,755	End Const			8/16/24		
				Total	75,813	0	72,139	0	89,521						

District 12

District			Location and Type of Work	Phase	Approved	SCCP	Total	SCCP	EAC	Milestone	Approved	Actual	Current	Award	CAPs
PPNO	County	Budget			Budget	Expended	Expended	(\$1,000s)	(\$1,000s)		(\$1,000s)	Finish	Finish	Finish	
No.	Route	Title			(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)		Date	Date	Date	(\$1,000s)	
50	12	Route 53/553 (Bravo! Main Street) Bus Stop	In the cities of Anaheim, Orange, Santa Ana and Irvine in Orange County.	PAED	0	0	0	0	0	Baseline		6/24/20		230	
	1301	Improvements - Signage and Real Time Displays		PSE	0	0	0	0	0	PAED	4/22/21				
	ORA			RW Sup	0	0	0	0	0	RW Cert	5/30/21				
			The project will install real-time display and signage at up to 23 bus stops along the Bravo! Main Street Rapid Bus and OC Bus Route 53/53X corridor. Additionally, the project includes performance testing and support services for the real-time displays and signage following project implementation. Route 53/53X operates from Anaheim through Orange and Santa Ana to Irvine via Main Street and Bravo! Main Street Rapid Bus (Route 533) operates on Main Street from Anaheim Regional Transportation Intermodal Center to MacArthur Boulevard in Santa Ana.	Con Sup	0	0	0	0	0	RTL	5/30/21	8/26/21			
				RW Cap	0	0	0	0	0	Begin Const	12/15/21	12/22/21			
				Con Cap	230	230	0	0	230	End Const	12/15/26		12/15/27		
				Total	230	230	0	0	230						
51	12	Route 53/553 (Bravo! Main Street) Bus Stop	In the City of Santa Ana, Orange County.	PAED	0	0	0	0	0	Baseline				0	
	1301A	Improvements - Shelters		PSE	0	0	0	0	0	PAED	6/30/21	7/8/21			
	ORA			RW Sup	0	0	0	0	0	RW Cert	2/15/23	2/15/23			
			The project will install new bus shelters at up to three bus stops along the Bravo! Main Street Rapid Bus and OC Bus Route 53/53X corridor. Route 53/53X operates from Anaheim through Orange and Santa Ana to Irvine via Main Street and Bravo! Main Street Rapid Bus (Route 533) operates on Main Street from Anaheim Regional Transportation Intermodal Center to MacArthur Boulevard in Santa Ana.	Con Sup	0	0	0	0	0	RTL	2/15/23	2/15/23			
				RW Cap	0	0	0	0	0	Begin Const	8/15/23		8/15/23		
				Con Cap	114	114	0	0	114	End Const	8/15/24		8/15/24		
				Total	114	114	0	0	114						

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**Solutions for Congested Corridors Program (SCCP) Project List
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District	PPNO	County	Approved Budget	SCCP Budget	Total Expended	SCCP Expended	EAC	Approved Finish Date	Actual Finish Date	Current Finish Date	Award Amount (\$1,000s)	CAPS	
No.	Route	Title	Location and Type of Work	Phase	(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	Milestone			
52	12 1302 ORA	Orange County Central Corridor-Santa Clara Bicycle and Pedestrian Improvements	In the City of Santa Ana on East Santa Clara Avenue between Lincoln Avenue and Pasadena Street. The project will construct a new sidewalk, a new intersection pedestrian crossing (at Wright Street) and a bike way facility on East Santa Clara Avenue between Lincoln Avenue and Pasadena Street (approximately 1.3 miles).	PAED	0	0	0	0	0	Baseline		6/24/20	4,250
				PSE	0	0	0	0	0	PAED	8/15/20	4/15/21	
				RW Sup	0	0	0	0	0	RW Cert		2/17/22	
				Con Sup	0	0	0	0	0	RTL	4/15/21	5/19/22	
				RW Cap	0	0	0	0	0	Begin Const	12/15/21	11/15/22	
				Con Cap	3,669	3,243	581	0	4,250	End Const	12/15/24	11/29/24	
				Total	3,669	3,243	581	0	4,250				
				53	12 2156 ORA	Central Orange County Corridor - Bravo! Main Street Rapid Bus	In Orange County, Anaheim Regional Transportation intermodal Center to South Coast Metro Park and Ride. Purchase five (5) heavy duty zero-emission battery electric buses.	PAED	0	0	0	0	Baseline
PSE	0	0	0					0	0	PAED	4/29/20	4/29/20	
RW Sup	0	0	0					0	0	RW Cert			
Con Sup	0	0	0					0	0	RTL	5/1/20	10/1/20	
RW Cap	0	0	0					0	0	Begin Const	10/31/20	11/11/20	
Con Cap	5,414	4,331	0					0	5,414	End Const	12/25/23	12/1/23	
Total	5,414	4,331	0					0	5,414				
54	12 2175 ORA	Central Orange County Corridor - Traffic Light Synchronization - Warner Avenue	Signal Synchronization and required communications Infrastructure on: Warner Avenue Signal Sync (PCH to Pullman Street) approximately 42 Signals - 14.4 miles. Project is a design-build. NULL					PAED	0	0	0	0	Baseline
				PSE	0	0	0	0	0	PAED	1/24/20	12/24/19	
				RW Sup	0	0	0	0	0	RW Cert		12/25/19	
				Con Sup	0	0	0	0	0	RTL		5/11/20	
				RW Cap	0	0	0	0	0	Begin Const	12/24/20	11/9/20	
				Con Cap	5,115	4,092	1,030	0	5,115	End Const	12/24/24	11/8/24	
				Total	5,115	4,092	1,030	0	5,115				
				55	12 2176 ORA	Central Orange County Corridor - Traffic Light Synchronization - MacArthur Boulevard	Signal Synchronization and required communications Infrastructure on: MacArthur Blvd/Talbert (east of Beach Boulevard to SR-55) approximately 26 signals - 8.2 miles. Project is a design-build.	PAED	0	0	0	0	Baseline
PSE	0	0	0					0	0	PAED	1/24/20	12/24/19	
RW Sup	0	0	0					0	0	RW Cert		12/25/19	
Con Sup	0	0	0					0	0	RTL		3/23/20	
RW Cap	0	0	0					0	0	Begin Const	12/24/20	8/10/20	
Con Cap	3,689	2,951	499					0	3,689	End Const	12/24/24	8/9/24	
Total	3,689	2,951	499					0	3,689				
56	12 2177 ORA	Central Orange County Corridor - Traffic Light Synchronization - Edinger Avenue	Signal Synchronization and required communications Infrastructure on three corridors: Edinger Avenue Signal Sync (Bolsa Chica to Auto Mall) - approximately 41 signals - 12.2 miles. Project is a design-build. NULL					PAED	0	0	0	0	Baseline
				PSE	0	0	0	0	0	PAED	1/24/20	12/24/19	
				RW Sup	0	0	0	0	0	RW Cert		12/25/19	
				Con Sup	0	0	0	0	0	RTL		1/27/20	
				RW Cap	0	0	0	0	0	Begin Const	12/24/20	7/13/20	
				Con Cap	6,196	4,957	1,059	0	6,196	End Const	12/24/24	7/12/24	
				Total	6,196	4,957	1,059	0	6,196				

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